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METRO Magazine

a bobit publication *serving surface mass transportation for 86 years*

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FACT BOOK

EDITION

- Industry Data
- Bus & Chassis Manufacturers
- Components & Services
- Railcar Manufacturers
- Consultants
- Industry Fax Directory

METRO Magazine

a bobit publication — serving surface mass transportation for 86 years

Vol. 86 No. 6

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Rail p.81

On the cover: Design by Margery Young.

Annual Fact Book 1990-91
(Published in the Fall Quarter)

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ABA American Bus Association
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BPA

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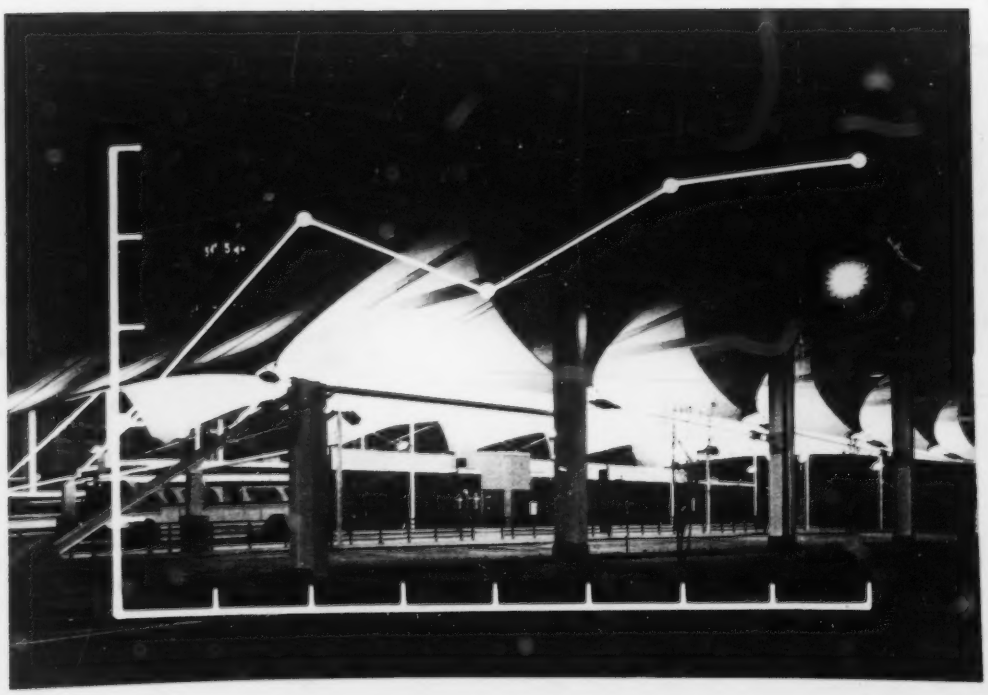
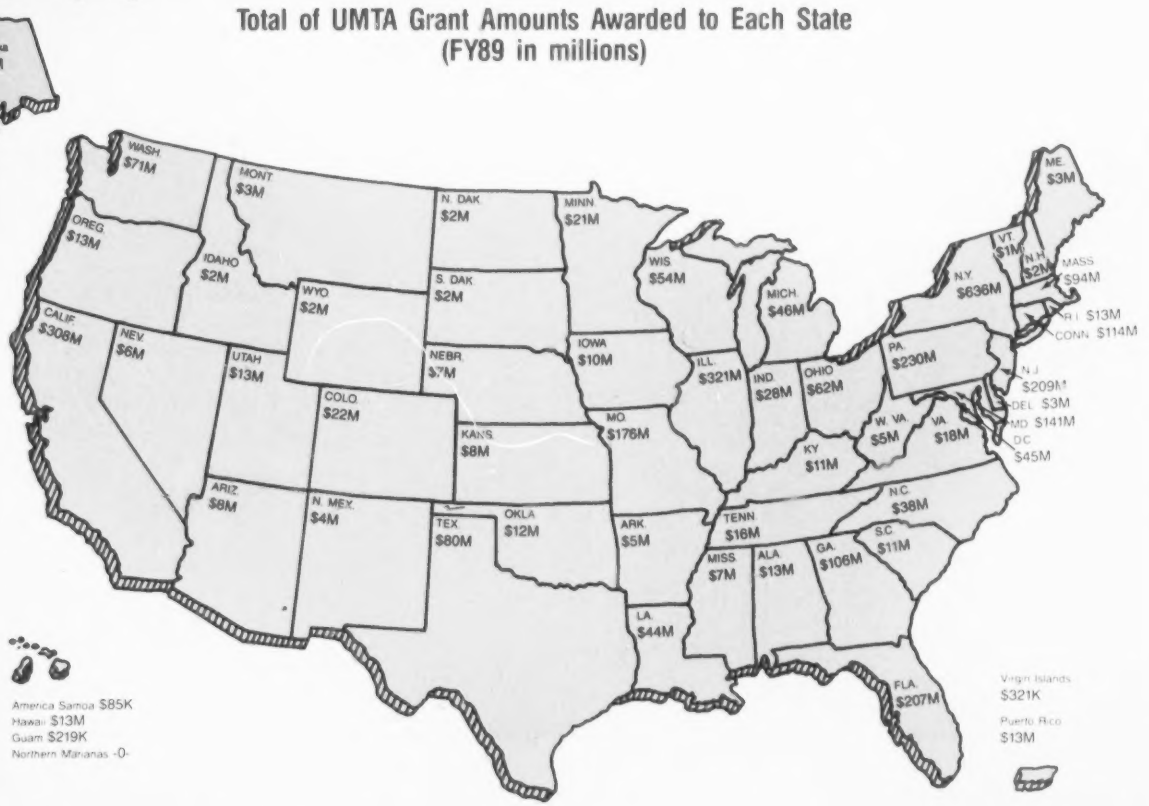
Industry Data



Total of UMTA Grant Amounts Awarded to Each State (FY89 in millions)



SOURCE: UMTA data on various grants awarded to each state. In FY89, 74 percent of the funds were for capital assistance, 24 percent for operating and 2 percent for planning assistance.

NOTE: Stark-Harris Grants ($184.5 million) for Washington, D.C. not included.

UMTA GRANTS PROGRAM APPROPRIATIONS FY89

Section 3	$985,000,000
Section 8	$45,000,000
Section 9 (9B)	1,603,596,000
Section 16 (b) (2)	$35,000,000
Section 18	$66,404,000
RTAP	$5,000,000
Interstate Transfer	$200,000,000
Stark-Harris	$168,000,000
Research and Training	$10,000,000
Administration	$31,882,000
University Transp. Centers	$5,000,000
TOTAL	**$3,154,882,000**

Source: **UMTA**

Industry Data

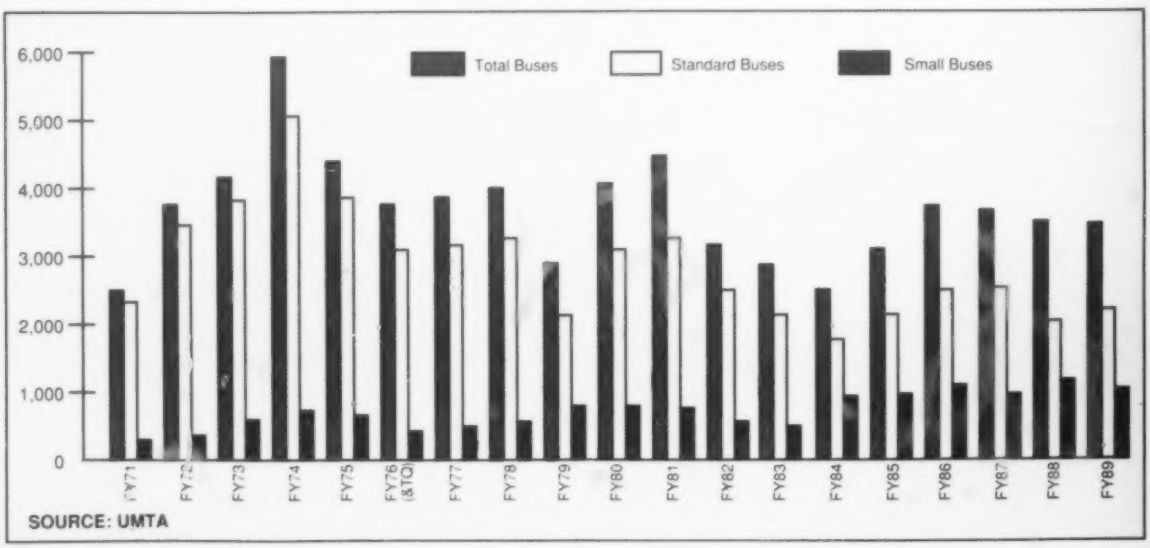
Since passage of the Urban Mass Transportation Act of 1964, the federal government has authorized federal match funding to help procure more than 73,000 buses for public transit use, excluding Section 16(b)(2) and Section 18 funding. Data reflects federally funded new bus commitments only; they do not necessarily represent actual procurements. Further, UMTA's share of the actual cost of these vehicles varies by program and year of procurement. Historical data for Section 16(b)(2) is unavailable, but in FY89 UMTA obligated funding to help procure 1,400 vehicles, 47 percent with wheelchair lifts or ramps. It also obligated Section 18 funds for 378 vehicles. These 1,738 vehicles are in addition to the 3,365 listed in FY89, bringing UMTA's total funding commitment for FY89 to 5,103 vehicles.

New Transit Bus Commitments By Year of Approval
Section 16(b)(2) and Section 18 not included

FY	TOTAL	40' - 35' Standard	30' Less	Vans	Articulated	Electric Trolley*
1965	358	266	92	0	0	N/A
1966	1,100	951	159	0	0	N/A
1967	311	216	95	0	0	N/A
1968	637	525	112	0	0	N/A
1969	501	416	85	0	0	N/A
1970	1,487	1,435	52	0	0	N/A
1971	2,521	2,296	225	0	0	N/A
1972	3,502	3,235	267	0	0	N/A
1973	4,072	3,599	473	0	0	N/A
1974	5,816	5,026	634	6	150	N/A
1975	4,426	3,755	586	25	60	N/A
1976	3,318	2,926	181	73	138	N/A
TQ	359	264	81	14	0	N/A
1977	3,798	3,264	410	74	50	N/A
1978	3,992	3,408	423	141	20	N/A
1979	2,939	2,168	399	323	49	N/A
1980	4,223	3,230	492	236	265	N/A
1981	4,611	3,406	399	290	516	N/A
1982	3,250	2,490	500	63	197	N/A
1983	2,863	2,131	254	248	230	N/A
1984	2,475	1,609	434	343	89	N/A
1985	3,051	2,139	485	306	97	N/A
1986	3,666	2,560	595	426	11	74
1987	3,641	2,673	395	439	76	58
1988	3,410	1,976	697	565	114	58
1989	3,365	2,230	432	591	37	75
TOTAL	**73,702**	**58,194**	**8,957**	**4,163**	**2,099**	**289**

*Prior to 1985 included with standard buses.
Source: UMTA

UMTA Transit Bus Commitments
Section 16(b)(2) and Section 18 not included
FY71– FY89



SOURCE: UMTA

Industry Data

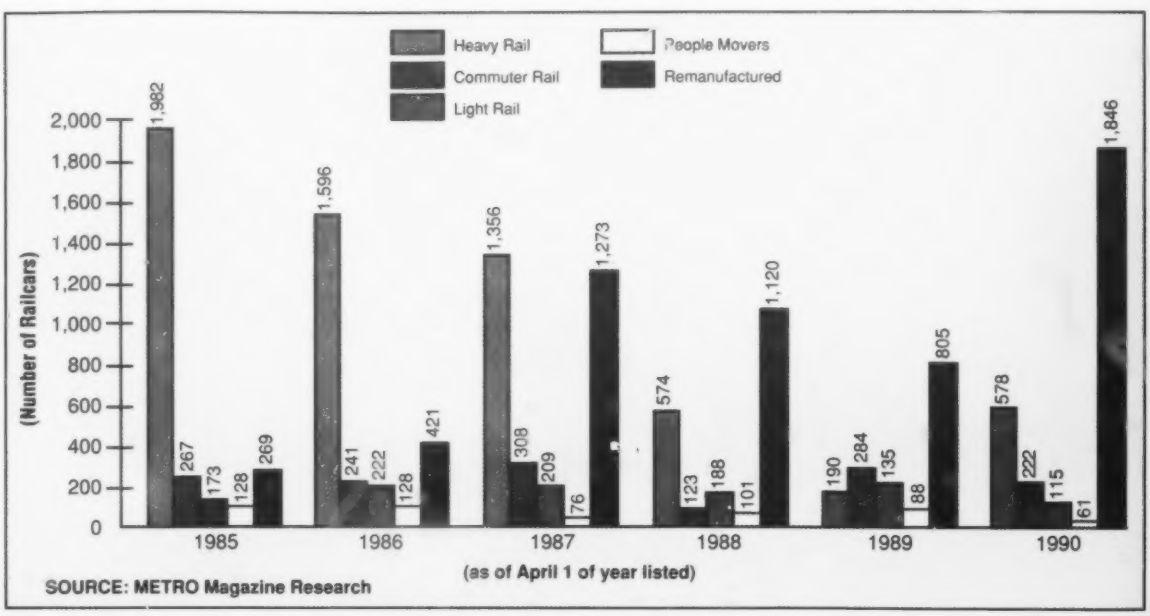
In FY89, UMTA obligated $604 million to transit authorities; $338 million for new railcar purchases and $226 million for railcar renovations. In 1990, orders for railcar renovations and new railcar purchases increased, according to *METRO* Magazine's annual Railcar Backlog survey, May/June 1990 issue. About $727 million was contracted for new rail purchases in 1990. That included an increase of new heavy railcar orders to 578 vehicles from 190 in 1989. Railcar remanufacturing also increased, an increase of 129 percent from 1989 figures.

New Railcars Acquired with UMTA Funds By Type And Fiscal Year

FY	Rapid Transit	Light Rail	Commuter Electric	Commuter Diesel	*Diesel Locomotives	People Mover	Total
1965	64	0	0	0	0	0	64
1966	400	0	0	0	0	0	400
1967	0	0	35	0	0	0	35
1968	226	0	144	0	0	0	370
1969	260	0	123	0	0	0	383
1970	0	0	309	0	0	0	309
1971	0	80	237	0	0	0	317
1972	420	0	64	25	0	0	509
1973	650	150	15	36	13	0	864
1974	200	45	170	5	2	0	422
1975	140	0	160	20	0	0	320
1976	0	0	58	50	22	0	130
TQ	71	0	0	0	8	0	79
1977	320	48	50	2	9	0	429
1978	125	141	0	90	23	0	379
1979	326	0	0	91	19	0	436
1980	16	26	36	0	0	0	78
1981	204	26	0	80	7	0	317
1982	414	55	8	48	24	0	549
1983	50	26	0	15	0	0	91
1984	128	50	0	0	22	0	200
1985	76	0	0	0	0	0	76
1986	135	0	0	37	6	0	178
1987	0	26	0	0	7	0	33
1988	100	2	0	0	0	0	102
1989	133	31	90	15	6	15	290
TOTAL	**4,458**	**706**	**1,499**	**514**	**168**	**15**	**7,360**

*Includes 4 electric locomotives in FY84-83 and in FY89.
Source: UMTA

Railcar Orders for 1990



SOURCE: METRO Magazine Research

Bus Production, Selected Countries, 1965-89

Year	Czech.	East Germany	France	Japan	Korea	UK	USA*	USSR	West Germany	Yugo.
1965	1,381	NA	2,525	19,348	0	17,974	358	35,507	7,297	2,287
1966	1,372	NA	2,862	20,885	0	24,231	1,110	38,200	8,524	1,984
1967	1,551	NA	2,787	27,383	236	18,224	311	NA	8,868	2,745
1968	2,227	NA	2,733	38,598	942	18,537	637	NA	10,740	2,991
1969	2,527	NA	3,124	41,842	1,882	23,322	501	NA	12,713	2,750
1970	2,602	2,587	3,108	46,566	3,803	23,234	1,487	47,363	14,692	4,493
1971	2,779	NA	3,554	34,596	3,063	26,518	2,521	49,400	12,245	3,144
1972	2,852	NA	3,262	33,809	2,581	30,163	36,376	52,000	15,059	6,602
1973	3,014	NA	3,596	41,291	3,494	30,436	42,348	56,000	15,940	4,328
1974	2,052	NA	3,764	45,819	3,945	33,667	46,143	61,000	18,476	4,154
1975	2,225	2,465	3,396	38,105	3,808	35,643	32,012	66,994	19,218	5,040
1976	NA	NA	3,790	42,139	3,468	33,176	31,110	70,058	20,112	4,368
1977	NA	NA	3,165	48,496	5,453	27,633	28,276	74,610	18,310	5,109
1978	2,854	NA	3,683	56,119	7,279	23,042	28,485	77,386	14,585	5,401
1979	3,401	NA	3,329	82,581	12,307	25,531	33,301	79,200	16,040	6,178
1980	3,678	2,870	3,084	91,588	12,053	21,572	38,669	85,200	17,355	4,933
1981	3,015	3,041	2,816	102,835	13,358	12,444	31,813	86,900	17,108	4,151
1982	3,662	2,469	2,610	66,990	20,931	13,107	25,372	85,700	14,150	3,880
1983	3,150	NA	2,566	55,948	25,594	15,616	31,853	86,000	13,271	4,083
1984	3,240	1,600	2,633	72,209	26,554	16,499	38,013	85,400	9,461	3,774
1985	3,386	1,695	2,987	79,591	29,090	16,027	35,267	86,100	10,867	4,649
1986	3,539	1,626	2,822	42,342	36,386	12,340	42,584	84,000	10,633	5,103
1987	3,350	1,626	2,556	49,987	58,431	13,995	42,511	90,000	9,474	4,943
1988	3,344	1,790	2,434	57,413	68,904	16,500	44,209	85,000	10,297	4,734
1989	NA	NA	NA	NA	NA	NA	44,051	NA	NA	NA
TOTAL	**93,061**	**21,769**	**73,186**	**1,236,475**	**340,640**	**529,431**	**669,318**	**1,482,018**	**325,435**	**101,824**

The 10 selected countries reported 4,974,981 buses produced in the 25-year period covered in the chart. Korea went from zero buses produced in 1966 to 68,904 in 1988. British production fell by more than 50 percent from its peak year of 1975. West Germany's peak year was 1976, when bus production was nearly double that of 1988.

*For the United States, figures for 1965 through 1971 are for public transit buses only; figures for 1972 through 1977 include public transit and school buses; figures for 1978 through 1989 include public transit and school buses and motorcoaches.

Source: Motor Vehicle Manufacturers Association of America, Inc., UMTA, foreign national associations, *METRO* Magazine, *SCHOOL BUS FLEET* Magazine and other sources.

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January/February 1991

METRO Magazine

ss transportation for 87 years

Motorcoach Outlook for 1991

Exclusive: Top 50 Motorcoach Fleets

Sioux Falls Transit: Growth Since Frontier Days

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Vol. 87 No. 1

BOBIT PUBLISHING

JANUARY / FEBRUARY 1991

Motorcoach 12

RANKING 1991	1990	COMPANY N
1	1	Greyhound L Dallas, TX
2	7	Academy Lin Hoboken, NJ
3	2	Greyhound L Calgary, AB
4	3	Robert's Haw Honolulu, HI
5	*	Diversified T Edmonton, A
6	11	Holland Ame Seattle, WA
7	6	Shortline Co

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Sioux Falls 36

On the cover: Photo of a Setra, courtesy Ed Mansing.

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A mixture of charters, tours and linehaul is seen as a hedge against recession for coach operators. Photo courtesy Bob Redden.

tomer service" are needed, said W.L. Verrier of Gray Coach Lines Inc. of Toronto, which has 98 buses and ranked 28th.

G.S. Anzuoni of Plymouth & Brockton Street Railway, which has 96 coaches in Plymouth, Mass., and ranked 30th, said, "By doing all that we can to assure — and recognize — high levels of competence in our industry, we will be providing a service to ourselves and the public."

"Make it difficult for passengers to sue bus companies for trivial matters."
—James S. Jenkins

"Independent bus operators need more aggression in pricing in order to afford the cost of new buses," said Eva M. Hotard of Hotard Coaches Inc., which has 42 buses in New Orleans.

Joe Dawson of 40th-ranked Jefferson Lines, with 84 buses in Kansas City, Mo., had similar sentiments. "Quality of service to the customer must improve," Dawson said, "yet cost must be measurably less per bus."

And Jim Devlin of Trentway-Wagar Inc. of Peterborough, Ontario, whose 76 buses rank 44th in the survey, chimed in with a pitch for the environment and common sense. "Studies prove that in the transportation of people, the bus industry is much more environmentally friendly than the automobile," Devlin said. "However, the public's perception is that we're not. As an industry, in order to reap the benefits of this fact, we need to respond much quicker to such things as oil leaks in our coaches and to make sure that the engines are running at peak performance. When a coach is spewing oil on the traffic following it or envelopes them in a cloud of smoke, it becomes extremely difficult to impress on the public that we are anything but a hazard to the environment."

Still on top

METRO Magazine's Top 50 Motorcoach Survey found many of the top spots occupied by the same companies as last year. Greyhound Lines tallied up with 2,700 buses in its active fleet. That's nearly six times as many buses as No. 2, Academy Lines Inc. of Hoboken, N.J., with 454 buses. No. 3 is Greyhound Lines of Canada Ltd., with 417 buses. The U.S. Greyhound figure, incidentally, does not include nearly 500 1987 and 1988 MCI coaches for which the company has petitioned the bankruptcy court for lease terminations, and a few hundred additional Eagle 05s it also plans to spin off.

"The operation of nonprofit coaches by church groups and others should be more closely regulated."
—Raynald R. Dupuis

A number of bus companies new to the survey replaced a number of survey mainstays as our reporting methods were expanded. Last year the cutoff for Top 50 was 30 buses; this year it's 62. That also reflects the expansion of bus company fleets.

"Pay the drivers more."
—Sandra S. Allen

Of the 19 companies in The Top 50 who responded to this question in our survey, respondents they said they plan to buy 215 coaches this year. Some had not yet determined new purchases for 1991. If the survey were to be called the "Top 81," add 117 more coach purchases.

So things may not be so bad for the builders of new coaches. Eighty-one of North America's motorcoach companies told us they plan to buy at least 332 coaches this year. That leaves only 3,519 private bus companies unaccounted for in North America. And late in December the Federal Reserve cut its discount rate one-half a percent to 6 1/2 percent.

Sounds like a good business opportunity. M

Metro's 1991 Top 50 Motorcoach Survey

RANKING 1991	RANKING 1990	COMPANY NAME, LOCATION	TOTAL COACH	LARGE COACH	SMALL COACH	ESTIMATED PURCHASE IN 1991	± 1990
1	1	Greyhound Lines Inc. Dallas, TX	2,700	2,700	0	0	-1,150
2	7	Academy Lines Inc. Hoboken, NJ	454	449	5	20	250
3	2	Greyhound Lines of Canada Ltd. Calgary, AB	417	417	0	N/A	-8
4	3	Robert's Hawaii Inc. Honolulu, HI	411	213	198	30	30
5	*	Diversified Transportation Ltd. Edmonton, AB	300	280	20	N/A	N/A
6	11	Holland America Line-Westours Inc. Seattle, WA	255	231	24	10	107
7	6	Shortline Companies Mahwah, NJ	250	225	25	N/A	14
8	5	Suburban Transit Corp. New Brunswick, NJ	232	168	64	0	-29
9	*	Kerrville Bus Co. Inc San Antonio, TX	221	208	13	N/A	N/A
10	8	Gray Line of Ft. Lauderdale Ft. Lauderdale, FL	190	190	0	N/A	-1
11	12	Blue Bird Coach Lines Inc. Olean, NY	185	120	65	N/A	40
12	9	Rockland Coaches Inc. Bergenfield, NJ	178	171	7	4	-4
13	*	Command Bus Co. Inc. Brooklyn, NY	162	162	0	N/A	N/A
14	10	Tour Coach Inc. Los Angeles, CA	162	160	2	N/A	-8
15	*	EG&G Idaho Inc. Idaho Falls, ID	161	161	0	12	N/A
16	4	Voyageur Colonial Ltd. Ottawa, ON	160	160	0	0	-164
17	13	Peter Pan Bus Lines Inc. Springfield, MA	157	154	3	15	12
18	41	Shoup Buses Inc. Middlebury, IN	150	150	0	N/A	90
19	15	Antelope Valley Bus Inc. Lancaster, CA	147	124	23	20	20
20	*	The Gray Line of Victoria Ltd. Victoria, BC	144	44	100	8	N/A
21	20	Leisure Time Tours Mahwah, NJ	139	138	1	N/A	32
22	30	Keeshin Charter Service Chicago, IL	125	85	40	N/A	43
23	*	Pacific Western Transportation Calgary, AB	120	90	30	N/A	N/A

RANKING 1991	1990	COMPANY NAME, LOCATION	TOTAL COACH	LARGE COACH	SMALL COACH	ESTIMATED PURCHASE IN 1991	±1990
24	*	K-T Contract Services Inc. Houston, TX	115	115	0	10	N/A
25	33	Atlantic Express Coachways Cinnaminson, NJ	110	102	8	20	35
26	16	American Sightseeing Tours Inc. Miami, FL	108	94	14	N/A	-10
27	38	Mark IV Charter Lines Inc. Gardena, CA	100	100	0	N/A	37
28	23	Gray Coach Lines Ltd. Toronto, ON	98	98	0	N/A	0
29	29	K-T Contract Services Inc. Las Vegas, NV	96	96	0	N/A	13
30	21	Plymouth & Brockton Street Railway Plymouth, MA	96	96	0	N/A	-4
31	19	Community Coach Inc. Passaic, NJ	93	93	0	4	-16
32	*	Goodall's Charter Bus Service Inc. San Diego, CA	93	56	37	N/A	N/A
33	28	Lake Front Lines Brook Park, OH	92	92	0	12	8
34	24	TransHawaiian Services Honolulu, HI	92	88	4	10	-4
35	25	A-1 Bus Lines Inc. Miami, FL	91	91	0	N/A	0
36	18	Domenico Tours Inc. Bayonne, NJ	90	90	0	N/A	-20
37	*	Lakeland Bus Lines Inc. Dover, NJ	90	90	0	N/A	N/A
38	31	DeCamp Bus Lines Montclair, NJ	88	88	0	0	6
39	26	Adirondack-Pine Hill Trailways Kingston, NY	85	83	2	N/A	-1
40	*	Jefferson Lines Inc. Kansas City, MO	84	84	0	N/A	N/A
41	*	Autocars Orleans Express Inc. Quebec, PQ	80	80	0	8	N/A
42	32	Frank Martz Coach Company Wilkes-Barre, PA	79	78	1	2	0
43	22	Carolina Coach Co. Raleigh, NC	78	78	0	10	-22
44	*	Trentway-Wagar Inc. Peterborough, ON	76	73	3	6	N/A
45	34	TNM&O Coaches Inc. Lubbock, TX	70	70	0	0	0
46	*	Brewster Transportation & Tours Banff, AB	65	65	0	0	N/A
47	36	Gray Line Tours of Southern Nevada Las Vegas, NV	65	65	0	N/A	-1
48	39	Carl R. Bieber Inc. Kutztown, PA	64	60	4	3	2
49	*	Evergreen Stage Line Inc. Portland, OR	63	57	6	3	N/A
50	*	Saskatchewan Transportation Co. Regina, SK	62	59	3	0	N/A
50	*	Voigt's Bus Service Inc. Saint Cloud, MN	62	30	32	20	N/A

*Company was not solicited for 1990 Top 50 Motorcoach Survey

May/June 1991

METRO Magazine

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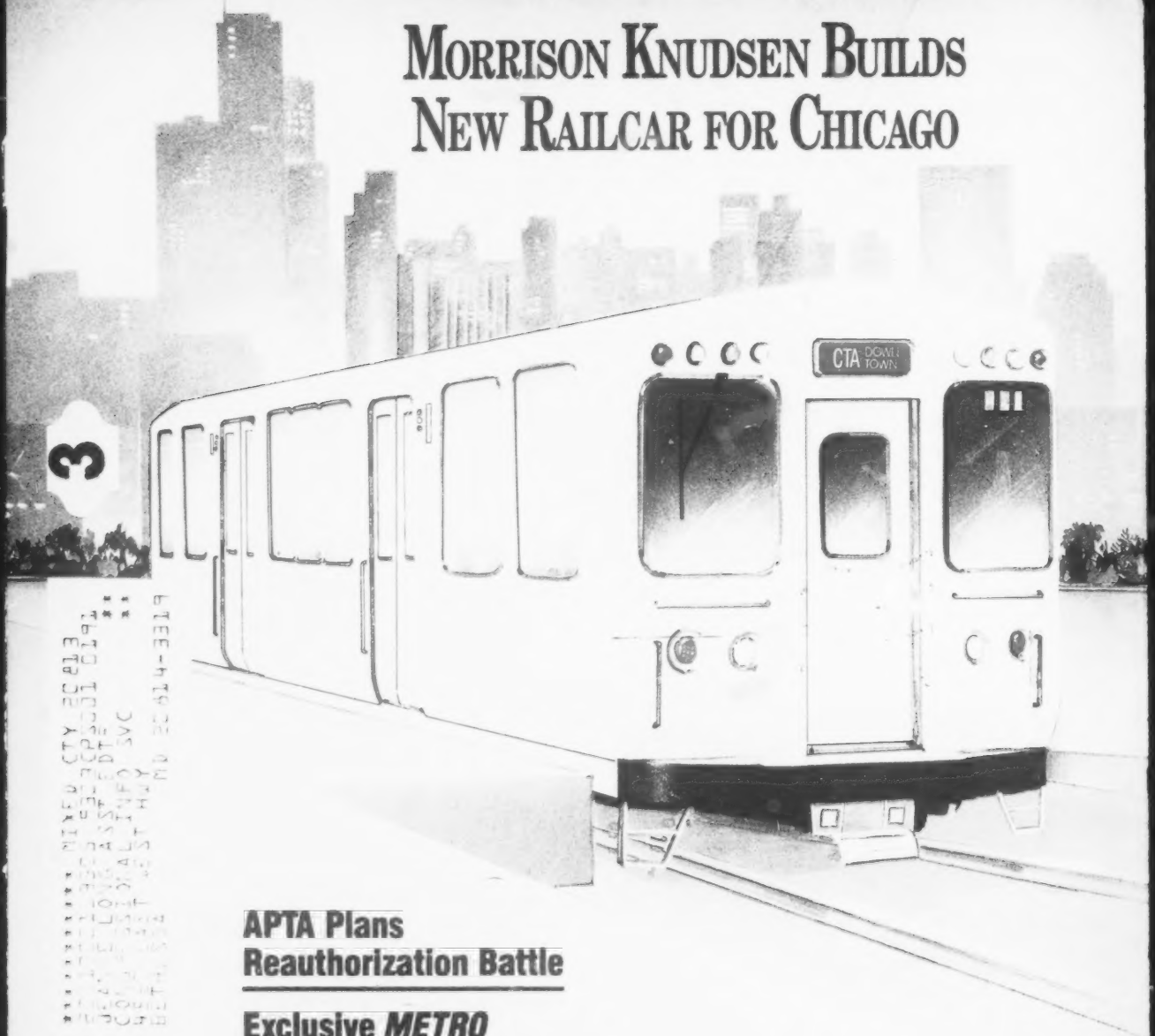
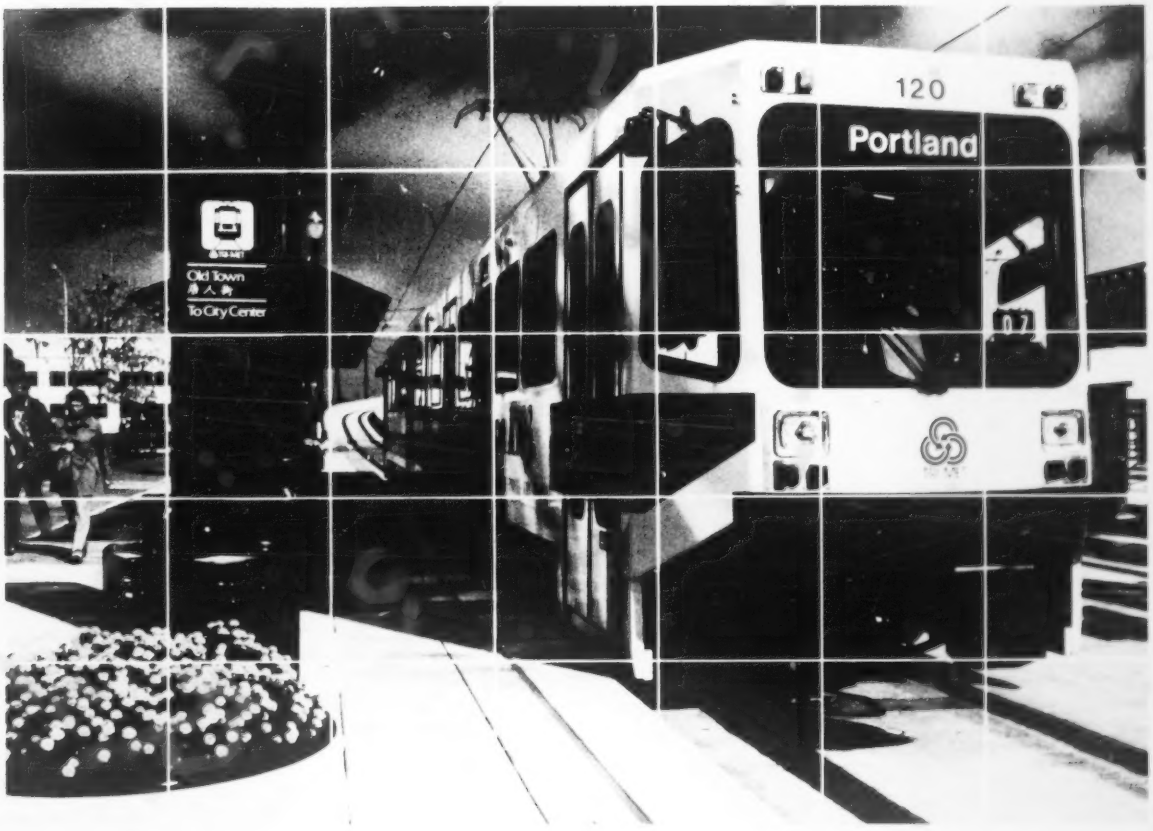
MORRISON KNUDSEN BUILDS NEW RAILCAR FOR CHICAGO



APTA Plans Reauthorization Battle

Exclusive *METRO* Railcar Backlog Survey

Buses Move Military for Desert Storm



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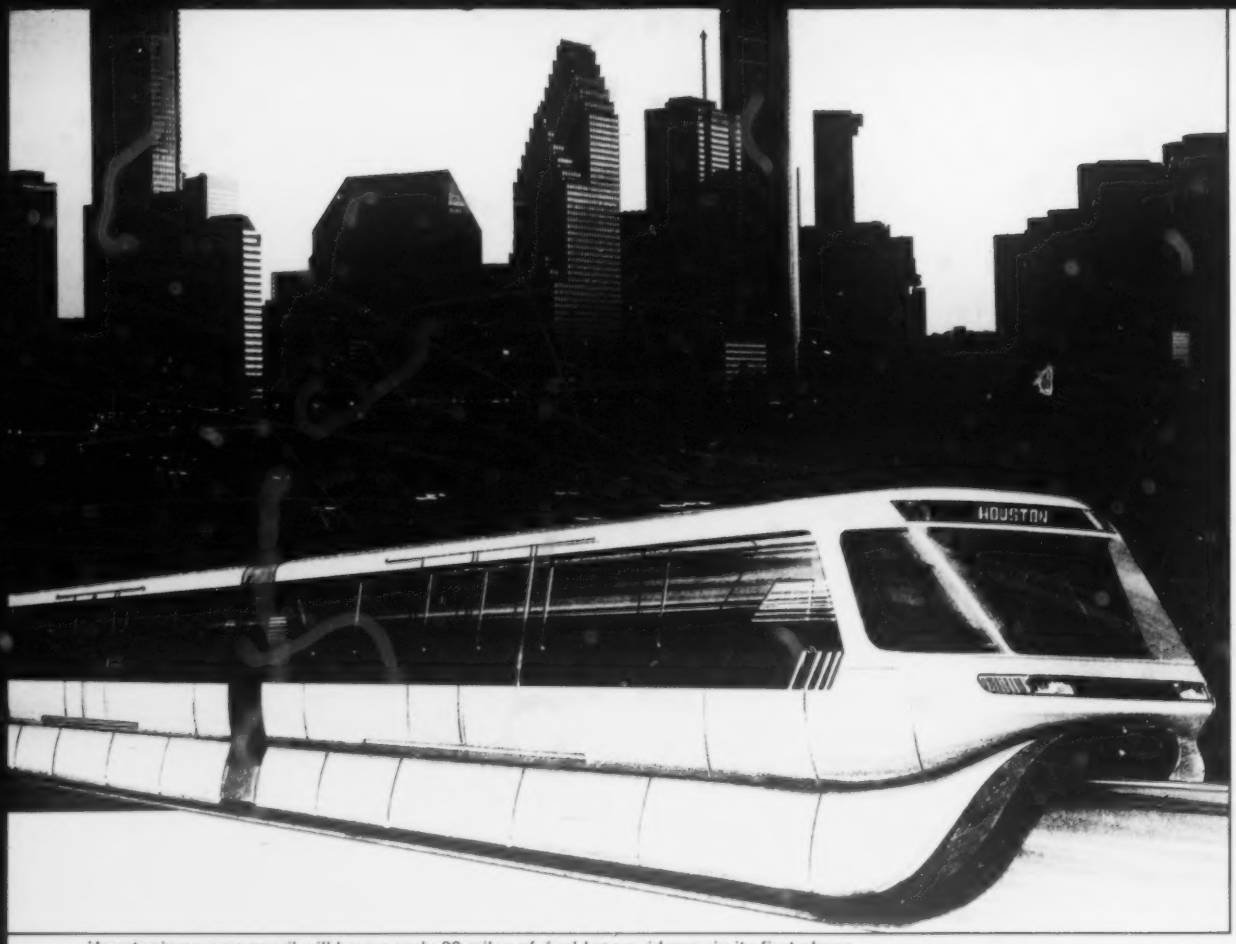

Houston's new monorail will have nearly 20 miles of dual-lane guideway in its first phase.

Is Urban Rail Transit Renaissance About to Start?

METRO's Railcar Backlog Survey shows slight decrease, but future projects could spark North American shopping spree.

A renaissance could be starting in North American urban rail transit.

Massive projects have just begun. More are on the way. And many more are being discussed as cities see rail as a solution to traffic snarls and dirty air.

METRO Magazine's eighth annual Railcar Backlog Survey (page 22) shows 940 new railcars ordered but undelivered as of April 1 this year. Those cars are worth $1.3 billion, down about $400 million from last year's survey, up about $100 million from 1989.

The survey shows 569 remanufactured cars (nine of them commuter rail locomotives) ordered but not yet delivered. Remanufactured railcars have steadily declined since 1984, when 1,914 were being worked on; in 1989 there were 805.

Those figures, however, are just the tip of the railberg to come. Projects just announced in Houston and St. Louis pave the way.

Houston's Metropolitan Transit Authority (Metro) has just recently selected a team to negotiate the first phase of a two-step procurement process to provide the nation's first state-of-the-art urban monorail system. The automated system will be worth more than $1 billion.

The Houston Monorail Team is headed by Kiewit Construction Group Inc. and The Transportation Group

Inc. (TGI). Kiewit, of Omaha, Neb., is one of the nation's largest heavy civil construction companies. TGI, of Orlando, Fla., is a subsidiary of Bombardier Inc., North America's largest supplier of passenger rail vehicles. Most of the new system's work will be performed in the United States. The Team was selected as the preferred supplier after international competition to provide a fully-automated M VI monorail system, based on TGI monorail technology. There will be two lines for monorail and one for light rail.

"We can build a monorail for about $50 million per mile," said Carl Mawby, vice chairman and CEO of TGI.

The Team has proposed to provide more than $130 million in private funding for the project through a program developed by Team members Lehman Brothers and JMB/Urban Development Co. so that no new taxes or assessments need to be levied.

The Team will work with Metro to decide between an all-elevated system for the two lines or a mix of aerial guideway with a short subway section downtown. Nearly 20 miles of dual-lane monorail guideway are planned with 21 stations. The 4.7-mile light rail line will have seven stations.

The monorail will be propelled by AC motors, be air conditioned and have standard transit sliding doors for full accessibility. Up to three vehicles can be coupled for rush hour. Each vehicle will hold 78 seated and 72 standing passengers. The monorail system is expected to carry up to 20,000 passengers an hour per direction on the initial line. The monorail cars are about the size of a standard light rail car.

Other members of the Team include Siemens, DeLeuw Cather & Co., Pate Engineers Inc., Johnson Controls and SEL Division of Alcatel Canada Inc.

St. Louis' new rail

Ground was broken in March by the Bi-State Development Agency in St. Louis for Metro Link, a light rail start. The first phase of 18 miles is expected to cost $273 million. Metro Link has ordered 31 cars from Siemens for $45.4 million for the project. More than 5,000 construction jobs will be created by Metro Link, and it is projected that as a result of development it stimulates,

The Massachusetts Bay Transportation Authority in Boston has ordered 86 railcars from Bombardier. Deliveries are scheduled to begin in the spring of 1992. The stainless steel vehicles are North America's first major production order of intercity rapid transit cars using alternating current (AC) electric motor technology. The cars will replace a fleet which began service in 1963. Each of those cars will have run more than 1.7 million miles when it is retired.

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more than 17,000 permanent jobs will be added to the region.

"From the grass-roots movement of citizens who worked as advocates for light rail to the bi-state effort of the Missouri and Illinois congressional delegations who obtained the funding for Metro Link, it can truly be said that the entire community has worked to make Metro Link a reality," said Jack Leary, Bi-State executive director.

Beyond Houston and St. Louis much is needed. APTA predicts the nation will need the following new rail vehicles between 1992 and 1997: 1,940 heavy railcars, 1,500 light railcars, 1,040 commuter railcars and 180 commuter rail locomotives. APTA also said the following will need to be rehabilitated in those years: 9,750 heavy railcars, 330 light railcars, 1,190 commuter railcars and 90 commuter rail locomotives.

Older, larger systems continue to update. METRA in Chicago has ordered 30 locomotives from GM for about $60 million for delivery by October 1992. But that's only the beginning. METRA hopes to let contracts before the end of the year for 173 cab cars, rehabilitation of 140 multiple hi-liners and options for 158 new wheelchair-accessible trailer cars for diesel trains and 20 hi-liners for electric, according to Chris Knapton of METRA.

Rail transit is waiting for the New York City Transit Authority's (NYCTA) test trains to arrive in the summer of 1992. A nine-car train from Bombardier and a 10-car train from Nissho/Iwai American Corp./Kawasaki will be tested for 14 months to see if the trains' technology is suited for New York. But New York will not be buying trains as soon as it had hoped.

"Cuts in the budget have shelved plans for us to buy 100 cars for the IRT line," said Bob Karlovits, NYCTA manager of capital budget for car equipment. In fact, plans to buy up to 500 railcars for the 1992-96 capital program have been put on hold until the 1997-2000 capital program, Karlovits said. He noted, however, that could change if the economy and ridership grow.

He said the agency is now working to clean its stations, "which smell and are dirty." And the maintenance program for railcars has brought the mean distance between failures from 8,000 miles in 1984 to 30,000 today. With any new cars, Karlovits said he expects that figure to be 75,000 miles.

The Massachusetts Bay Transportation Authority in Boston is planning three branch systems and buying a lot of railcars. On order are 86 heavy railcars from Bombardier, 126 commuter cars (75 of them double-deckers) from Kawasaki with an option for 70 more and nine remanufactured locomotives from Morrison Knudsen.

The San Francisco Bay Area Rapid Transit District will start looking for 70 additional cars in the spring, a spokesman said. The California Department of Transportation is formulating specifications for the "California Car" for intercity service throughout the state. The Northern Indiana Commuter Transportation District in Chesterton, Ind., is negotiating for new cars, a spokesman said.

The Santa Clara County Transportation Agency in San Jose, Calif., has nothing on order, but is looking at route expansion. The San Francisco Municipal Railway will be buying no new rolling stock until 1995-96, but then the entire fleet of 130 cars will be slowly replaced, a spokesman said.

The Toronto Transit Commission has begun negotiations with UTDC to buy 264 subway cars.

And the Greater Cleveland Regional Transit Authority has nothing on order and "won't for 20 years," a spokesman said. M

METRO Magazine Railcar Backlog Survey

Data as of April 1, 1991

City/Authority	Vehicles Outstanding	Value In Millions	Manufacturer	Delivery Date
Boston/MBTA	86 HR* 126 CR 9 L reman	$132.5 $149 $13.5	Bombardier Kawasaki M-K	94 12-91 summer 91
Chicago/CTA	256 HR	$208	M-K	mid-94
METRA	30 L	$60	GM	10-92
Downsview, ON/ GO Transit	10 HR	$13	UTDC	6-91
Los Angeles/ LACTC	30 HR 40 CR 17 L	$53.9 $51 $34	Breda UTDC GM Canada	12-92 7-92 9-92
Newark/ NJ Transit	120 CR reman	$100	ABB	93
New York City/ Metro-North Commuter RR	10 CR 48 CR 10 L	$13 $100.7 $44.3	Bombardier M-K ABB	6-91 92 10-91
New York City NYCTA	9 HR 10 HR 300 HR reman 140 HR reman	$26.4 $26.6 $135 $63	Bombardier Nissho Iwai M-K M-K	summer 92 summer 92 12-91 3-92
Philadelphia/ SEPTA	26 HR	$42	ABB	5-92
Sacramento/ RTD	2 LR	$2.7	Siemens	5-91
St. Louis/ Bi-State Development Agency	31 LR	$45.4	Siemens	3-93
San Diego/MTDB	75 LR	$121.6	Duewag	1-95
Vancouver/ BC Transit	16 LR	$33	UTDC	9-91
Washington/ WMATA	100 HR	$173	Breda	93

*CR=commuter rail HR=heavy rail L=locomotive LR=light rail reman=remanufactured

Survey shows backlog of railcar orders and target date for delivery of final cars as of April 1, 1991. Figures do not show the original amount of cars ordered, i.e., cars already delivered from that order.

July/August 1991

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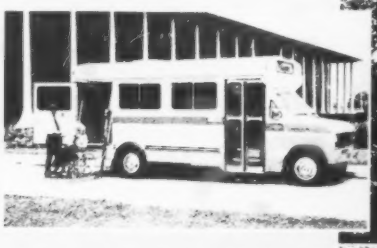
SHUTTLE BUSES COME OF AGE



Elderly, Handicapped and Rural Busing

How to Prepare Buses for Disaster

METRO Magazine

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Vol. 87 No. 4

BOBIT PUBLISHING

JULY / AUGUST 1991

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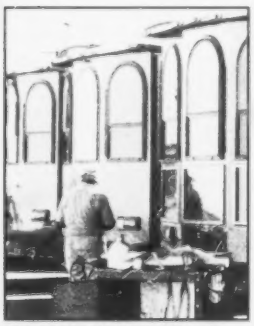

Specialty Vehicle Mfg. Co. makes unusual vehicles . 42

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The top (lighter) numbers in each state are federal funding obligations for Section 16(b)(2), for the elderly and handicapped, for fiscal years 1984-90 in millions of dollars rounded to the nearest million. The middle (darker) numbers are federal obligations for Section 18 (rural) for those years in rounded millions of dollars. The bottom (italic) figures are number of vehicles those two programs funded for fiscal 1990. SOURCE: UMTA.

Transportation's Little Guys Claw Their Way to Survival

11,100 agencies handle transit for the elderly, handicapped and rural people by networking, innovation and hard work.

By Lenny Levine

They are the little guys of American transit, underfunded, overworked, unglamorous. They serve the old, the handicapped or those who live in the sticks.

They are the small transportation providers who generally fall under two sections of the Urban Mass Transportation Act of 1964. Section 16(b)(2) of the act helps fund private, nonprofit groups which serve the elderly or handicapped. Section 18 provides funding for rural areas.

Little they may be, but not in numbers. The Community Transportation Association of America (CTAA) estimates there are more than 11,100 community transit systems with more than 35,000 vehicles that provided 630 million rides last year. Federal transit funding is equivalent to $1 for each rural resident but exceeds $28 per capita in urban areas, CTAA said, and the little guys are squawking.

"The challenge facing rural transit is lack of capital funds," said Paul Comfort, transportation coordinator of the

Queen Anne's County Department of Aging Transportation in Maryland.

He called it a crisis and explained it like this: When many smaller systems like his began, the up-front money went for buying vehicles. Now the funding is used for operating expense and the vehicles are five to seven years old. "We can't keep running them when they get 150,000 miles on them," Comfort said.

COMFORT

How will Comfort cope? Improvisation, no stranger to him. CTAA chose his agency Transit System of the Year for 1991.

Comfort has four small buses and four vans that provide public transit for 100 riders a week, senior handicapped escort and transportation for senior center programs to the tune of 35,000 total riders last year. He does it with eight part-time drivers and a full-time dispatcher on a computer. Plus his own hustling.

He speaks to groups, places survey forms in newspapers to find out the transportation needs of his rural area and networks with other agencies to avoid duplication of services.

Comfort anticipates the funding well leaking and offers these suggestions:

- Allow advertising on or in the bus. ("We haven't needed it yet like the cities, but it may be time.")
- Donations from service clubs. (Half the proceeds from Maryland's slot machines, for example, must go to charity.)
- Hold a fund-raiser. ("But do I have the time to put one together?")
- Government funds we don't know about are available. (Section 3 money is available, for example, but is open to all transit, not just the little guys, and competition for that money is very stiff.)
- Coordinate services better. ("We don't need a bus from adult day care passing one from mental health on the road.")

We head west from Maryland to visit another small outfit that handles rural transit with even fewer funding sources than Comfort's. The Idaho Transportation Department gets no state money for programs or equipment, one of seven such states. Its success at developing innovative programs and forging partnerships with human service agencies earned it the CTAA State Transit Agency of the Year for 1991.

"We get mileage out of what we do," said Oz Reyna, the department's public transportation manager. "Our state has a lot to offer."

An example is what the department set up in Idaho Falls in eastern Idaho, a highly coordinated program that, as in Maryland, cuts out duplication of service. What Reyna's department has coordinated are: Head Start, private child care, senior sheltered workshop and other Health and Human Services programs into fixed route, route deviation and demand-response service for maximum use of resources. That coordination helped bring costs down last year, Reyna said, even though ridership increased 30 percent with the same number of vehicles.

"You must create an atmosphere so people will want to pool their local resources with other state and local agencies," he said. Reyna doesn't have a whole lot of help in his efforts. The entire Idaho Transportation Department consists of Reyna and three colleagues.

Association wins

Another CTAA winner did it with "real commitment to rural transit. There was a commitment from cities, counties, the state and Regional Development Commissions," said Janice Hennings, executive assistant at the Minnesota Public Transit Association, CTAA's 1991 State Transit Association of the Year.

HENNINGS

The association has had the contract from the state Department of Transportation since 1986 to manage the Rural Transit Assistance Program (RTAP) in Minnesota.

The federal RTAP doles out $5 million yearly among the states. Hen-

Virginia gets scorecards on grant seekers

Virginia had a better idea on how to choose who should get grants to transport the elderly and handicapped.

It asked better questions and got better answers on its questionnaire to agencies seeking funding under UMTA's Section 16(b)(2) program.

A plan described in a technical paper by Marc Adelman and Kevan Danker of the Virginia Department of Transportation explained the procedure.

They said previous use of essay questions to assess applicants' proposals produced inconsistent results. Beginning last year, the questionnaire sent to agencies allowed for equal comparisons of information and provided consistent scoring. "These modifications were made to eliminate bias caused by differences in agencies' writing styles, program goals and client groups," the authors said.

The questionnaire was worth 240 points and weighted thusly: operations, 40; maintenance, 30; coordination practices, 60; service needs, 50; proposed project's influence on fleet age and ridership, 40; and prior funding, 20. (Agencies which did not get funding within two years of application date got 20 points. Agencies that got funding within two years but did not receive equipment each year got no points. Agencies which got funding for two straight years before their application date had 20 points deducted. Large agencies which allow a driver to serve as supervisor of operations while driving had five points deducted.)

" ... agencies with strong coordination efforts may not receive capital assistance through the grant process dependent on other criteria scores received," the authors said. "Therefore, the incentive is increased for agencies to strengthen all functions of their service."

nings' group is the first state association to get such a contract. The association gets no actual grants, Hennings said, but administers the RTAP program around the state, most of the work being done by volunteers.

What they do is train public transit providers, mostly at private bus companies but also city managers and those setting up small, local transit agencies to more efficiently run their operations. The state has about 65 such small systems, Hennings said, including fixed route, dial-a-ride and flexible fixed route. Much of the service is for the elderly, Hennings said, but all of it is open to everyone.

The activities include maintenance training. The association is also developing a farebox recovery formula. Some systems are trained for free, Hennings said, others come up with a donation.

"It's a grassroots effort in this state," Hennings said. "We got customers and providers to pressure the legislature to keep up state funding" which is $7.5 million a year for all public transit. "Our programs keep growing and the legislators see the need," Hennings said. "We can't leave these people out there in the boondocks without transportation."

U. S. Population Forecast By Age
(In Millions)

Year	Total Pop.	60-64	65-74	75-84	85 & Up
1990	250	11	18	10	3
2000	268	11	18	12	5
2010	283	16	21	12	6
2020	294	20	31	14	7
2030	301	18	36	21	8

Census Bureau statistics show an expanding population of those 60 and older.

The little guys are threatened by more than just tightening budgets and a cry for additional service. Their costs are rising, and a fly in the ointment, the sticky finger of government, could make the road even more tacky.

"We're pleased with the ADA (Americans With Disabilities Act) but we're concerned with implementing it," said Jeffrey Webster, general manager of the Joint Fresno County Rural Transit Agency in California.

"Elected officials don't understand it. There's no money to fund it."

Webster is most concerned with potential ADA regulations that could require larger vehicles with larger wheelchair lifts than now in use. "We've been handling (our disabled passengers) satisfactorily for 10 years now," Webster said. "We haul very few wheelchair passengers." He said proposed ADA rules would require lifts on the side of vehicles. They would be much larger and more expensive than the rear lifts his vehicles have now, which, he said, suffice for rural passengers. "We're talking Otis elevators here," Webster said.

He also worries that ADA proposals calling for the roof to be 56 inches from the floor and space required for wheelchairs would dictate a wider, heavier vehicle that would require a sturdier braking system to be designed and hold fewer people.

Webster said he will have to replace 27 vans next year at about

It Only Takes A Single Element

$22,000 each. If all the ADA proposals kick in the vans will cost $40,000 to $44,000 a pop, he said, be larger and hold 10, not 15, passengers. Webster is delaying vehicle purchases until ADA shakes out.

He said rules were to have been implemented this July, but have been held up until at least August. He said 1,200 pages of public comment to proposed ADA implementation are still being sifted in Washington. "I hope the (government) reviewers know how things work in the real world," Webster said.

Webster's agency serves 35 private nonprofit agencies with its own 29 vehicles or provides maintenance, procurement, driver training and insurance help for the private groups' vehicles.

Webster also noted another quirk of using larger vehicles: There is a larger view area for older passengers, disorienting them. The vehicles wiggle more. The old people get car sick.

Add to all that state mandates for cleaner air which mean alternate-fuel vehicles and which mean simply more vehicles to take people out of cars. To meet all air-quality standards Webster said his fleet would double overnight.

Where will the money come from? "I don't know," he said.

Much of it will come — if it comes — from Congress, still working on transportation funding and reauthorization at press time. Much money is at stake, although total amounts are hard to come by.

UMTA funding for transportation for the elderly and handicapped under 16(b) (2) was $35 million for fiscal 1990, a figure that has held steady for several years. UMTA funding for rural transportation under Section 18 was $84 million for fiscal 1990; it was $116 million in fiscal 1986. Additionally, there is federal funding for dial-a-ride service at larger transit agencies and for the elderly and handicapped through transit authority mainline service.

The states capital and operating assistance for specialized transit for the elderly and handicapped for fiscal 1990 was $207 million, according to the American Association of State Highway and Transportation Officials.

"We hope for increases in (16 (b) (2) and 18)," said Ed Gill, assistant chief counsel for the American Public Transit Association.

He noted that every congressional district in the country has a Section 18 program. Each one doesn't get money or buses each year, he said, but will at some time.

"More vehicles are needed," Gill said. "A lot more groups are applying for grants for elderly and handicapped transportation." Will the states be able to carry more of the burden? "That's part of the problem," Gill said. "The states don't have any money."

GILL

More hands wanting a slice of a smaller pie. The little guys are being heard.

"The reality is still in the way resources are allocated," said David Raphael, CTAA executive director.

"We need more funding for social services. Specialized transportation is gaining recognition." M

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September/October 1991

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Toronto
APTA Preview

- Have We Got a City for You!
- Transit Integration Keys Success

FLEXIBLE

Climbs to Top With Innovation & Service

EXCLUSIVE
Top 100 Transit Fleets

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METRO's Top 100 Transit Bus Fleets

Exclusive survey finds top five agencies still in place.

METRO Magazine's eighth annual Top 100 Transit Bus Fleet Survey shows the top five agencies exactly in the same order as last year, albeit with slightly pared fleets.

That is caused, in part, by lackluster bus bidding this year, which industry insiders expect — or hope — will pick up soon. The bidding is affected by several unknowns: (1) easing of the recession (2) uncertainties over alternate fuels (3) congressional consideration of the Surface Transportation Act, now delayed until fall.

Resolution of No. 1 is anybody's guess. The debate on No. 2 may rage for decades, although alternate-fuel buses of many types are slowly creeping into the nation's transit agencies, as are buses with particulate traps. The five-year reauthorization of No. 3 — how many billions of dollars and how they will be spent — should be known before too long. The American Public Transit Association said its members need $16 billion from Uncle Sam by 1997 to buy 64,000 vehicles, 50,000 of them buses.

Motor Coach Industries is delivering 162 MCI Model 102A3 coaches to the Dallas Area Rapid Transit (DART). They are replacing an existing fleet for suburban and city commuters. The coaches have Detroit Diesel engines, Allison transmissions, National seats with Holdsworth fabric and wheelchair lift. One hundred twenty-five of the coaches will be operated and maintained through a privatization contract. DART will operate 37.

Denver's methanol RTS bus has a Detroit Diesel engine.

The *METRO* survey really has a life of its own because the arrival of new buses at agencies is constant, especially alternate-fuel buses.

Mississauga Transit in Mississauga, Ontario, for example, is expecting 10 natural gas buses in October to add to the two alternate-fuel buses it already has, according to Beatrice Schmied-Plummer of Mississauga. Those buses could be running on a busway for which an initiative is in the works; Mississauga could have the busway in a decade, she said.

The North County Transit District in San Diego County, Calif., has five compressed natural gas buses on order. So does the Rochester-Genessee Regional Transportation Authority in Rochester, N.Y., and the Port Authority of Allegheny County in Pittsburgh.

The Southern California Rapid Transit District in Los Angeles is purchasing 103 more methanol buses. Tri-County Metropolitan Transportation District of Oregon in Portland hopes to have two LNG buses after the first of the year.

The Greater Cleveland Regional Transit Authority is expecting 20 alternate-fuel buses in November. Sun Tran of Albuquerque will buy six CNG buses next year.

And the Metropolitan Transit Authority of Harris County in Houston noted that all of its future bus purchases will be dual fuel — diesel and LNG.

The Toledo Area Regional Transit Authority in Toledo, Ohio, introduced 49 35-footers this summer from Transportation Mfg. Corp. M

Largest 100 Transit Bus Fleets

RANK		TRANSIT AUTHORITY, CITY	FLEET MIX/AGE					FLEET SIZE	
'91	'90	Agency Listing	Over 35 Ft.	35 Ft. & Under	Artic-ulated	Electric Trolley	Avg. Age	1991 Total	± Over 1990
1	1	New York City Transit Authority New York City NY	3522	0	0	0	7.0	3522	-43
2	2	New Jersey Transit Corp. Maplewood NJ	2856	0	106	0	6.8	2856	-70
3	3	Southern California Rapid Transit District Los Angeles CA	2401	0	0	0	7.5	2512	-206
4	4	Chicago Transit Authority Chicago IL	2025	0	145	0	6.4	2170	-8
5	5	Toronto Transit Commission Toronto ON	1565	124	80	132	6.0	1901	-43
6	7	Washington Metropolitan Area Transit Authority Washington DC	1497	220	760	10	—	1793	+159
7	6	Montreal Urban Community Transit Corp. Montreal QE	1656	0	0	0	10.1	1656	-178
8	8	Southeastern Pennsylvania Transportation Authority Philadelphia PA	1501	0	50	110	8.0	1551	0
9	10	Seattle Metro Seattle WA	969	35	304	155	9.6	1263	-116
10	9	Massachusetts Bay Transportation Authority Boston MA	1058	0	0	50	7.5	1058	-303
11	11	Metropolitan Transit Authority of Harris County, TX Houston TX	868	116	50	0	6.0	1034	-44
12	22	Dallas Area Rapid Transit 878 Dallas TX	878	100	30	0	6.0	1008	+270
13	12	Metropolitan Transit Commission Minneapolis MN	814	29	107	0	—	950	-7
14	14	Vancouver Regional Transit (was BC Transit) Vancouver BC	632	34	21	244	10.7	931	+38
15	13	Port Authority of Allegheny County Pittsburgh PA	860	2	60	0	8.0	920	-119
16	15	Mass Transit Administration Baltimore MD	832	41	0	0	6.1	873	-19
17	16	Greater Cleveland Regional Transit Authority Cleveland OH	740	108	0	0	8.0	848	-116
18	17	Ottawa-Carleton Transportation Commission Ottawa ON	604	56	164	0	8.5	824	-1
19	19	Fixed Suburban Bus Division of RTA Arlington Heights IL	378	25	0	0	7.5	403	-100
20	24	Metropolitan Atlanta Rapid Transit Authority Atlanta GA	686	63	46	0	4.0	795	+120
21	37	Orange County Transportation Authority Garden Grove CA	488	207	2	0	7.2	700	+224
22	18	Alameda-Contra Costa Transit District Oakland CA	583	125	54	0	8.9	762	-63
23	20	Regional Transportation District Denver CO	522	46	35	0	5.4	757	-24
24	23	Bi-State Development Agency St. Louis MO	502	207	0	0	7.5	709	+28
25	21	Edmonton Transit Edmonton AB	474	28	1	100	10.0	673	-55

Largest 100 Transit Bus Fleets

RANK		TRANSIT AUTHORITY, CITY	FLEET MIX/AGE					FLEET SIZE	
'91	'90	Agency Listing	Over 35 Ft.	35 Ft. & Under	Artic-ulated	Electric Trolley	Avg. Age	1991 Total	± Over 1990
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
27	25	Detroit Department of Transportation Detroit MI	521	17	14	0	9.8	553	-21
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
29	31	Santa Clara County Transit District San Jose CA	422	90	0	0	7.6	542	+34
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31	26	San Francisco Muni San Francisco CA	355	45	124	344	5.5	524	+43
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
33	28	Tri-County Metropolitan Transportation Portland OR	276	161	86	0	8.5	523	-23
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
35	35	Honolulu Transportation Services Honolulu HI	450	25	8	0	9.2	475	+3
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
37	36	Suburban Mobility Authority for Regional Transit Detroit MI	237	210	0	2	7.5	449	0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
39	40	Southwest Ohio Regional Transit Authority Cincinnati OH	379	0	0	0	4.4	379	-1
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
41	43	City of Phoenix Transit System Phoenix AZ	288	6	56	0	8.7	350	+22
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
43	46	San Diego Transit San Diego CA	246	42	45	0	11.0	333	+30
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
45	44	Transit Authority of River City Louisville KY	274	42	14	0	7.3	316	-1
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
47	51	Mississauga Transit Mississauga ON	278	32	36	0	7.5	310	+40
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
49	48	Liberty Lines Yonkers NY	239	0	61	0	6.0	300	—
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Largest 100 Transit Bus Fleets

RANK		TRANSIT AUTHORITY, CITY	FLEET MIX				FLEET SIZE	
'91	'90	Agency Listing	Over 35 Ft.	35 Ft. & Under	Artic-ulated	Electric Trolley	Avg. Age	1991 Total	± Over 1990
[illegible]									
52	64	Capital Metropolitan Transportation Authority Austin TX	143	131	0	0	4.6	274	+60
[illegible]									
54	53	Memphis Area Transit Authority Memphis TN	208	29	20	0	8.5	257	-1
[illegible]									
56	54	Capital District Transportation Authority Albany NY	212	31	8	0	7.8	251	0
[illegible]									
58	55	Miami Valley Regional Transit Authority Dayton OH	218	23	0	32	7.0	241	-5
[illegible]									
60	—	Societe de Transport de Ville de Laval Laval - QB	231	0	0	0	7.8	231	—
[illegible]									
62	62	Montgomery County Ride-On Rockville MD	0	216	0	0	6.0	216	0
[illegible]									
64	60	Toledo Area Regional Transit Authority Toledo OH	64	141	0	0	6.6	205	-17
[illegible]									
66	65	Greater Richmond Transit Co. Richmond VA	155	48	0	10	8.2	203	-3
[illegible]									
68	67	GO Transit Downsview ON	201	0	0	0	8.7	201	0
[illegible]									
70	68	Broward County Mass Transit Pompano Beach FL	191	0	0	0	6.3	191	-6
[illegible]									
72	66	Pioneer Valley Transit Authority Springfield MA	166	20	0	0	12.0	186	-16
[illegible]									
74	70	Hillsborough Area Regional Transit Authority Tampa FL	129	53	0	0	7.8	182	-12
[illegible]									

Largest 100 Transit Bus Fleets

RANK		TRANSIT AUTHORITY, CITY	FLEET MIX/AGE					FLEET SIZE	
'91	'90	Agency Listing	Over 35 Ft.	35 Ft. & Under	Artic-ulated	Electric Trolley	Avg. Age	1991 Total	± Over 1990
76	—	[illegible]	150	0	0	0	8.5	170	—
77	71	Metro Area Transit Omaha NE	88	80	0	0	6.7	168	-20
78	82	[illegible]	0	150	0	0	8.4	150	+30
79	77	Charlotte Transit System Charlotte NC	135	22	10	0	9.0	167	0
80	—	Pierce Transit Tacoma WA	82	81	2	0	7.0	165	+4
81	87	Kitsap Transit Bremerton WA	75	81	0	0	13.0	156	+28
82	81	Fort Worth Transportation Authority Fort Worth TX	0	155	0	0	6.0	155	+10
83	78	Jacksonville Transportation Authority Jacksonville FL	114	29	9	1	7.6	153	-6
84	—	Command Bus Company Brooklyn NY	146	0	0	0	9.5	146	—
85	74	Tidewater Regional Transit Norfolk VA	111	32	0	0	5.0	143	-40
86	85	North County Transit District/North San Diego City Oceanside CA	79	61	0	0	7.1	140	+1
87	94	Spokane Transit Authority Spokane WA	117	36	10	0	9.0	133	+15
88	91	Pinellas Suncoast Transit Authority Clearwater FL	25	107	0	1	6.4	132	+5
89	89	Pace Northwest Division Des Plaines IL	110	20	0	0	1.5	130	+4
90	88	Santa Monica Muniscipal Bus Lines Santa Monica CA	129	0	0	0	9.2	129	0
91	95	Metropolitan Transit Authority Nashville TN	58	41	15	13	7.0	127	+11
92	90	Sun Tran of Albuquerque (was Albuquerque Transit) Albuquerque NM	35	90	0	0	9.0	125	0
93	92	WED Transportation Systems Lake Buena Vista FL	113	12	0	0	4.0	125	+2
94	93	Sun Metro El Paso TX	94	30	0	0	13.0	124	+4
95	—	Tri County Transit Orlando FL	72	41	2	5	5.0	118	—
96	100	Santa Cruz Metropolitan Transit Santa Cruz CA	51	61	0	0	10.0	112	-8
97	96	Central Contra Costa Transit Authority Concord CA	34	78	0	0	5.0	112	0
98	—	Jamaica Buses Inc Jamaica NY	110	0	0	0	7.5	110	—
99	98	Southeastern Regional Transit Authority New Bedford MA	86	15	0	7	12.0	108	-1
100	99	Birmingham-Jefferson County Transit Authority Birmingham AL	90	0	0	18	5.0	108	-20

U.S. Urban Transit Rail Is Having a Renaissance

Report shows how passenger rail has attracted industry, jobs and housing and helped revitalize decaying cities.

Consider: It has improved air and water quality and combated acid rain and global warming.

It has attracted money, jobs and housing to ailing cities. It has made life easier and people happy.

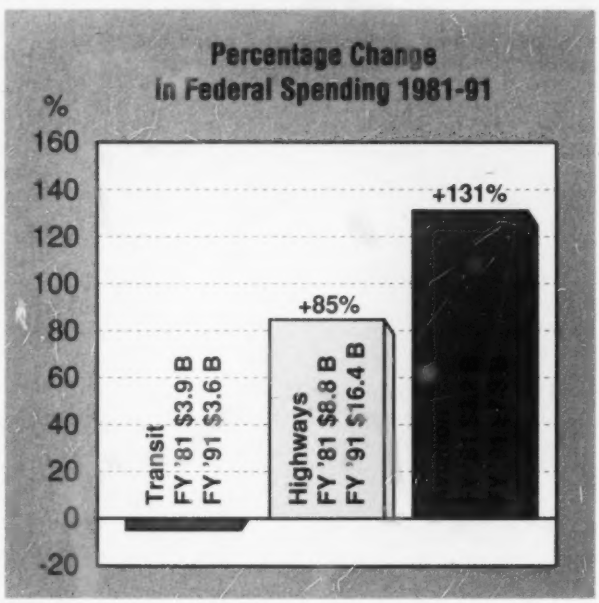
The magic elixir is rail transit, and America is swabbing on the gilt paint for rail transit's Golden Age.

The paint job is addressed in a new report much discussed in the transit industry, *The Renaissance of Rail Transit in America*. It was compiled under the auspices of the Regional Plan Association (RPA), an independent, nonprofit think tank in New York City that has influenced development in the New York-New Jersey-Connecticut metropolitan region for more than 60 years. The American Public Transit Association (APTA) helped prepare the report.

"Two findings we think will surprise most Americans," RPA President Richard T. Anderson said.

"There is a rail renaissance going on in the United States. More than 30 American cities are building, extending or seriously planning rail transit. Nine of these are in California, the home of the freeway.

"In typical U.S. suburbs, rail may not seem practical because people are coming from scattered homes and going to scattered jobs. But rail is working because it is reshaping metropolitan areas — attracting business and residential subcenters around rail stops and increasing jobs and services in metropolitan downtowns. People do use rail to get to these centers, and they do drive less."



SOURCE: Southeastern Pennsylvania Transportation Authority

Those findings "are important for Congress to consider in its current planning of transportation policy and Clean Air Act implementation," said James R. Jones, RPA vice chairman and chairman of the American Stock Exchange.

The report summarizes the experience of nine North American rail transit systems built since World War II.

Atlanta: Rail has reduced operating costs compared to buses per passenger (75 cents vs. $1.19) and per passenger mile (17 cents vs. 36 cents). More than $70 billion of new private investment has located around rail stations. Regional leaders doubt they would have been chosen to host the 1984 Democratic convention or the 1996 Olympics without a rail transit system.

Baltimore: A year after Metro service began, vehicles entering the central business district in that corridor decreased 15 percent while traffic rose seven percent in all other corridors.

Buffalo: Its new rail system "has played a significant part in the metropolitan area's rapid transition from a fast-declining manufacturing and port economy to a low-unemployment service-oriented city benefiting from free trade with Canada."

Portland, Ore.: Operating costs are well below 1978 projections ($81.86 per vehicle hour projected, $57.77 actual, both in 1988 dollars).

San Diego: The trolley "has had a positive impact on the quality of life and the attractiveness and accessibility of the city. It has added to San Diego's positive image, particularly for visitors, and to the reputation of

the transit agency."

San Francisco: BART retained 15 percent of new daily users who crowded into BART trains immediately after the October 1989 earthquake.

South Jersey: The PATCO on-time record "is nearly perfect." Travel speed is 32 mph.

Toronto: Generally, performance has improved on projections, both in ridership and cost. Good public transit allowed Toronto to build a downtown stadium with only 600 parking spaces.

Washington, D.C.: A high degree of safety has been achieved. "Metrorail riders are 1,000 times safer than traveling in their car, more than three times safer than in a Metrobus."

"The nation needs the same long-term commitment to an efficient metropolitan transportation system as was made to the interstate highway system nearly 40 years ago," the report said. A plea is made for more federal money for public transit, less subsidy for motorists.

"The rail transit renaissance in the U.S. has gained momentum steadily in the past decade," the report said. "Since 1980, over 250 total system miles of rail transit have been built. On a typical day, rail transit in America now carries over 10 million passengers an average of 65 million miles."

Relate land use

The targets of the report are Congress, cities around the country and places that have already chosen rail "because they don't relate land use enough" to their rail projects, said William B. Shore, the report's author.

SHORE

Shore, senior fellow at RPA, said his feedback on the report has been "very positive." He said he hopes Congress eventually adopts a plan that will allow local areas to have more discretion in how they spend their federal transportation dollars.

The report cites federal estimates that in 1988 urban traffic congestion cost the United States 1.4 billion gallons of wasted fuel, and drivers $9 billion worth of time and other costs. Projections are for even more severe congestion.

"Clearly, it would be wise to invest some of that in solutions," Shore said. "European and Asian cities competing with American cities to lead the global economy all depend much more than we do on urban rail, with much lower auto and energy use and an ambience that attracts American tourists."

For example, the report shows 678 trips per person on public transit (bus and rail) in 1980 in Moscow, 471 in Tokyo and 394 in West Berlin. The first American city to make the list is New York, with 121 trips per person.

"This report ratifies what the transit industry knows," said Rod Diridon of San Jose, Calif., APTA's vice president for rail transit.

"Most rail transit cities are so pleased with the results to date that they are planning extensions. Like the interstate highway system, rail transit is an investment for the long term." M

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